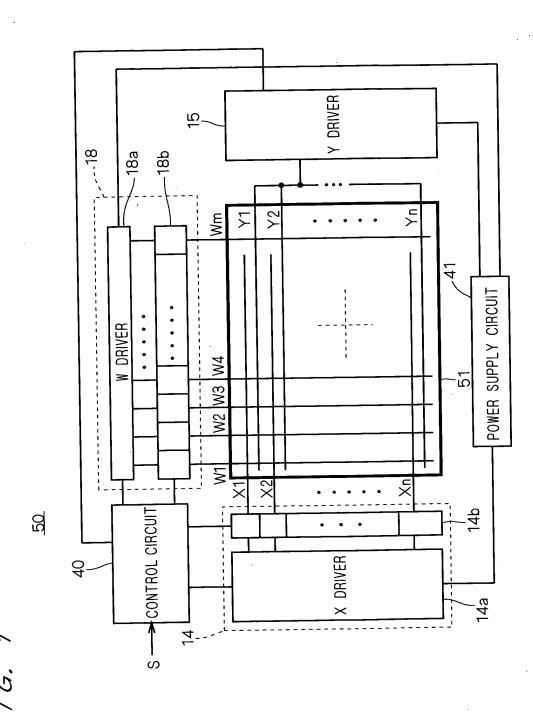
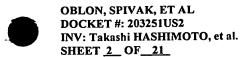
SHEET 1 OF 21

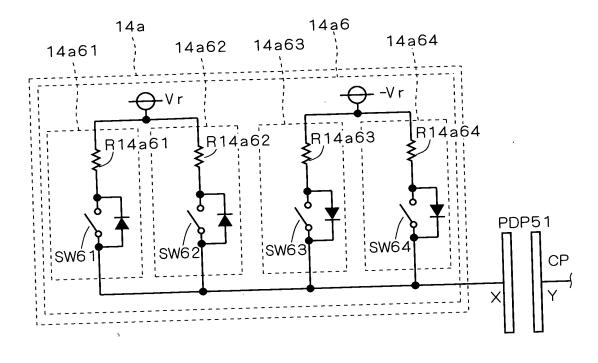




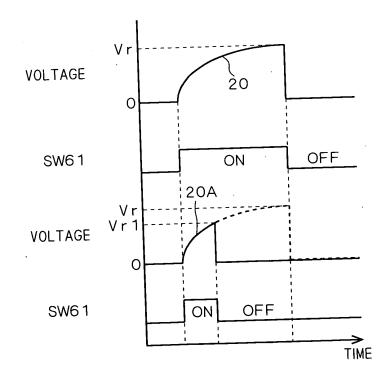




F/G. 2



F / G. 3

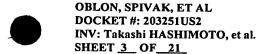


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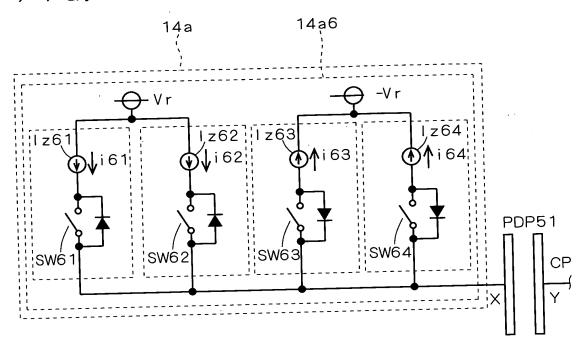
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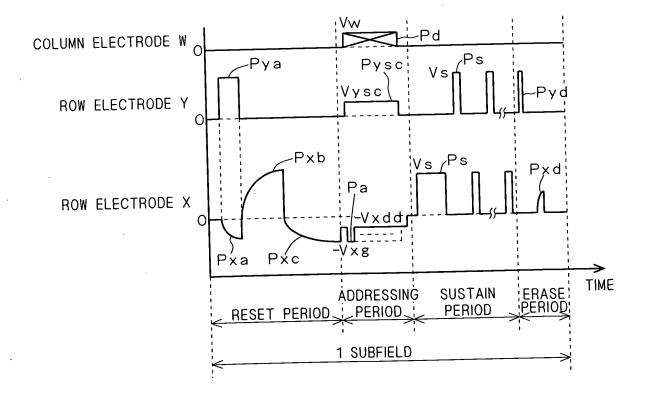




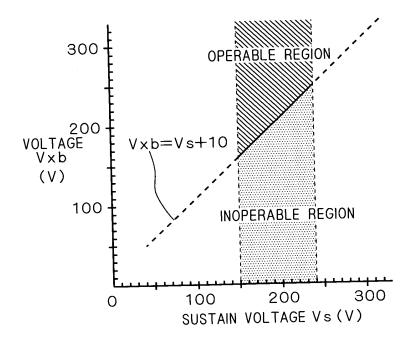
F / G. 4



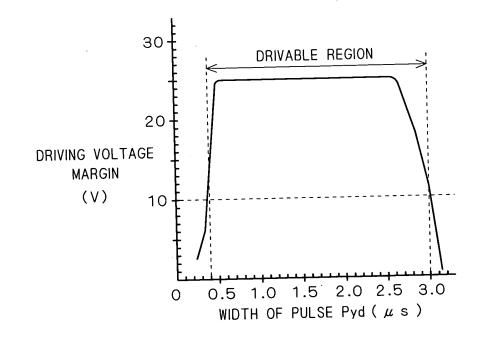
F/G. 5



F | G. 6

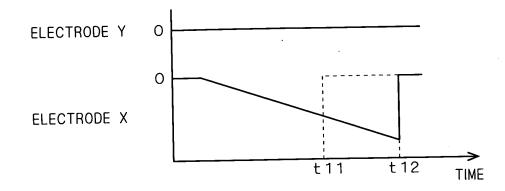


F / G. 7

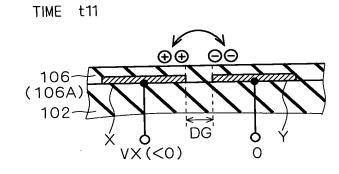




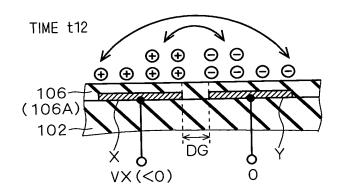
F / G. 8



F / G. 9

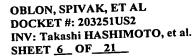


F/G. 10



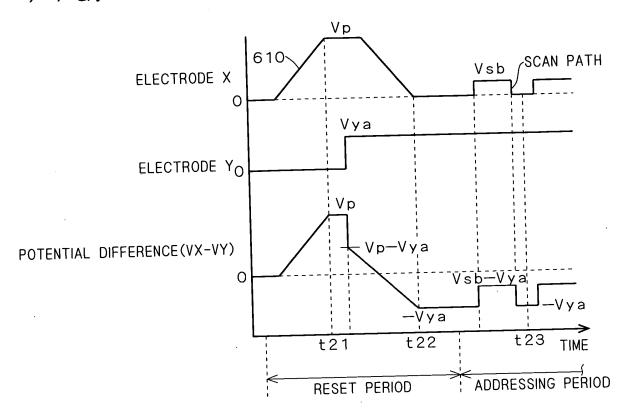
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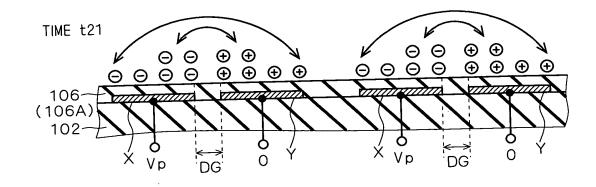




F/G. 11

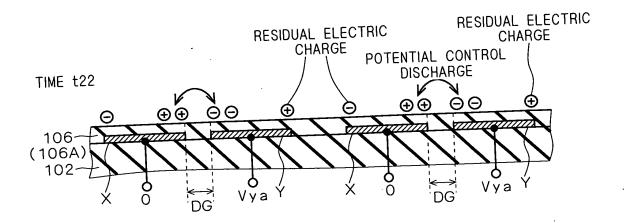


F/G. 12

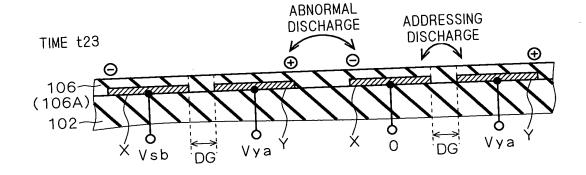




F/G. 13



F/G. 14



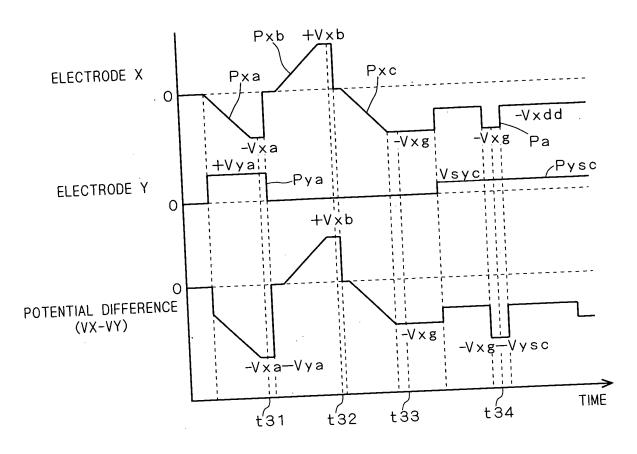
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the first the Car the Car the tall that

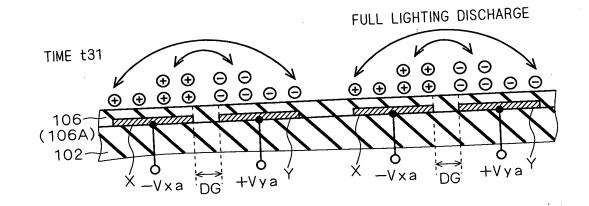
The first is now one that it

OBLON, SPIVAK, ET AL DOCKET #: 203251US2 INV: Takashi HASHIMOTO, et al. SHEET 8 OF 21

FIG. 15



F/G. 16



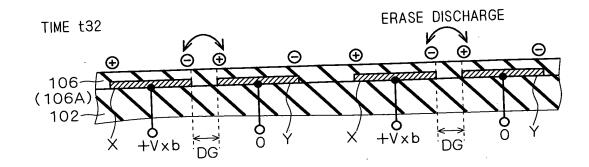
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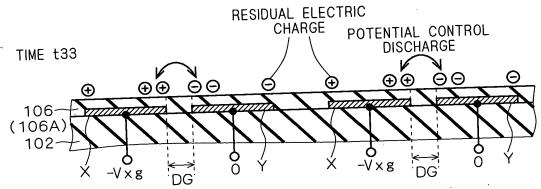
OBLON, SPIVAK, ET AL DOCKET #: 203251US2 INV: Takashi HASHIMOTO, et al.

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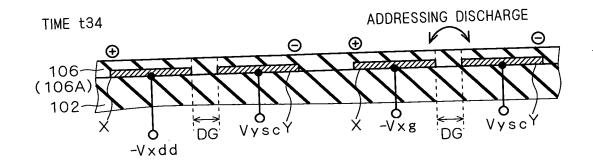
F/G. 17



F/G. 18

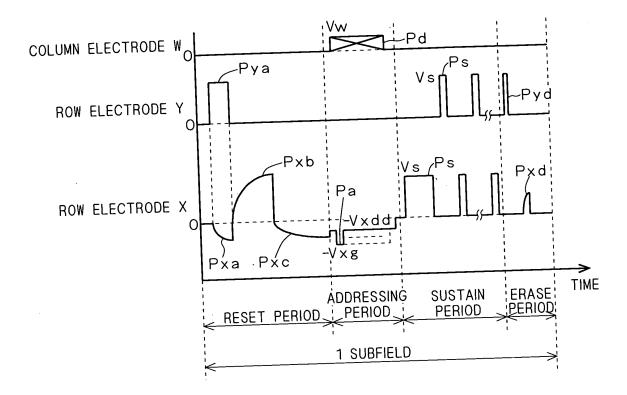


F/G. 19



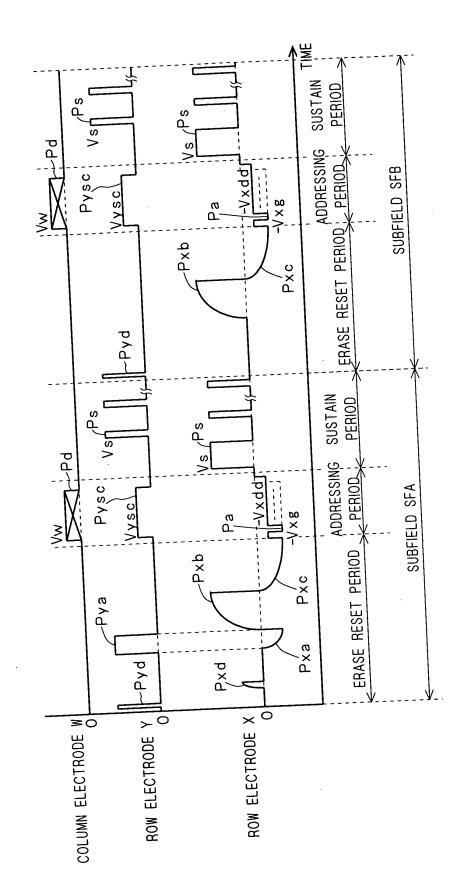
OBLON, SPIVAK, ET AL DOCKET #: 203251US2 INV: Takashi HASHIMOTO, et al. SHEET <u>10</u> OF<u>21</u>

FIG. 20



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F1G. 21

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DOCKET #: 203251US2
INV: Takashi HASHIMOTO, et al.
SHEET 12 OF 21

FIG. 22

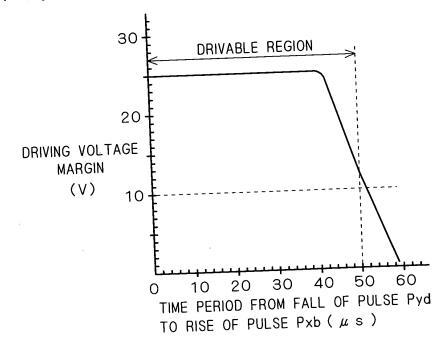
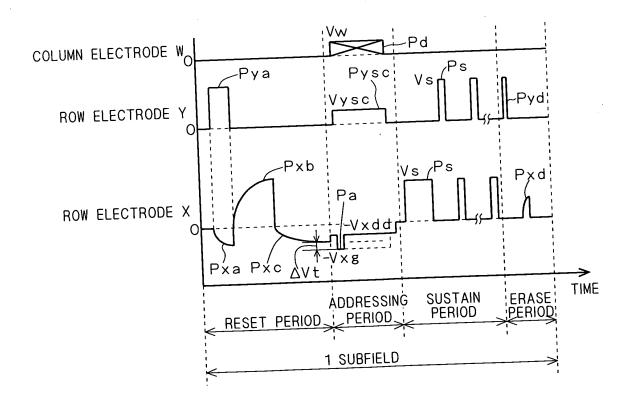


FIG. 23



The state of the s

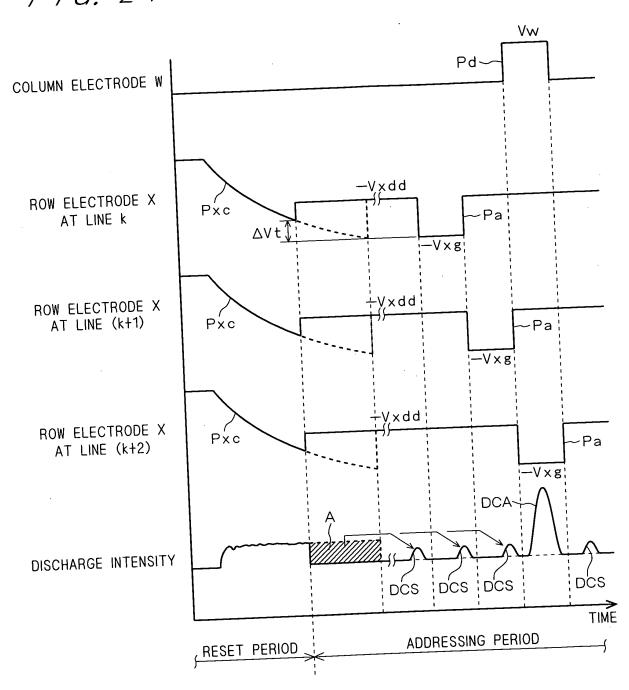
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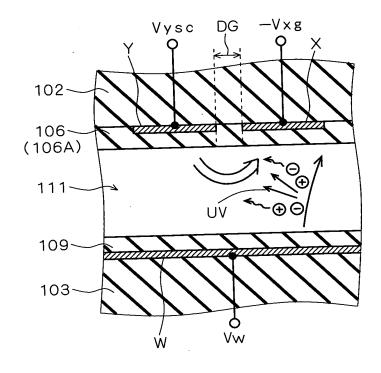
FIG. 24



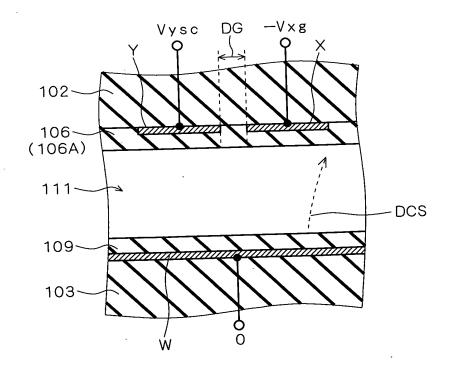


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F | G. 25



F/G. 26

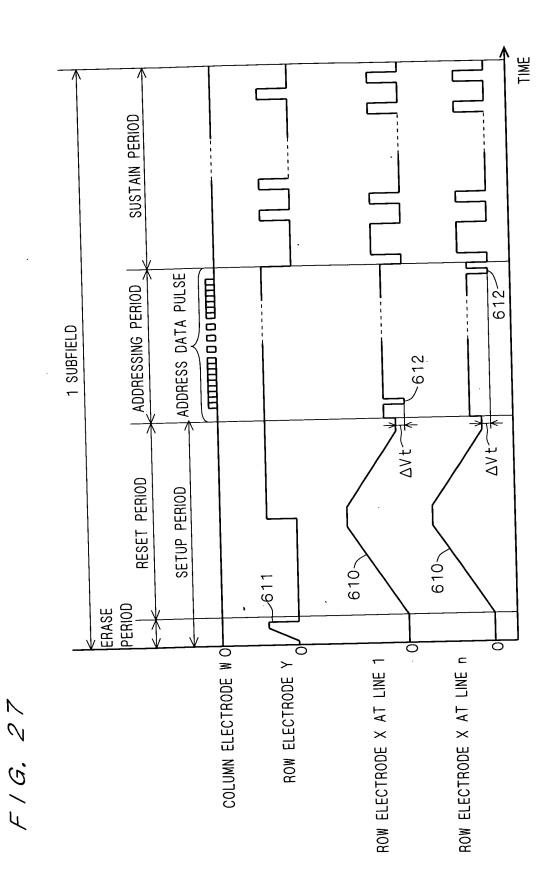


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F1G. 28

101

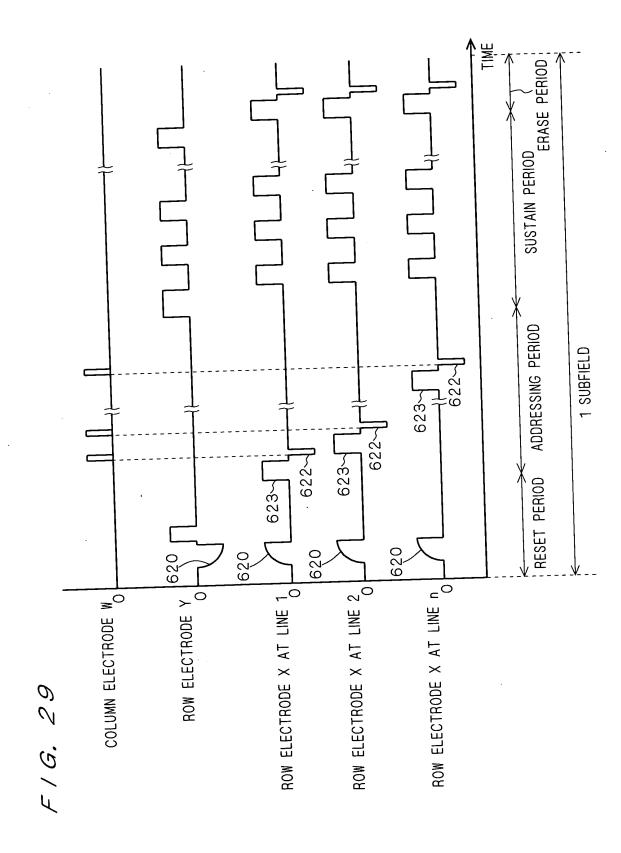
-105 (OR Y) 105a 102

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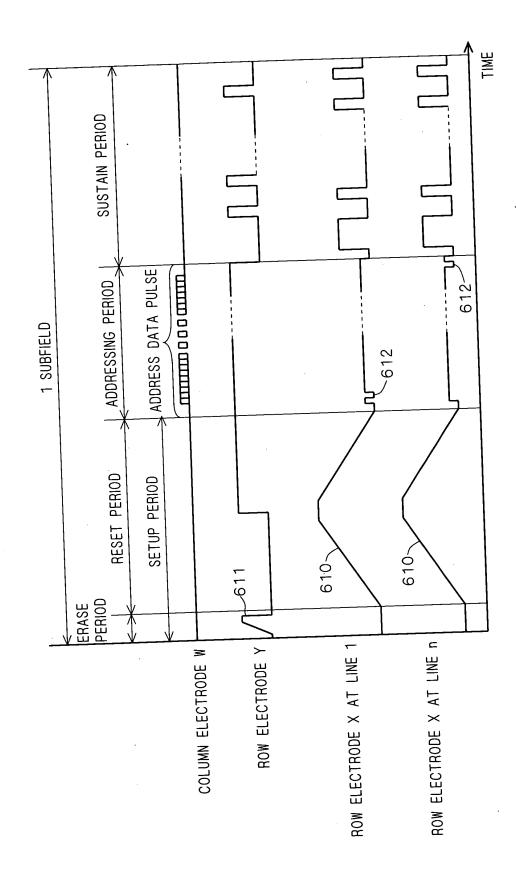
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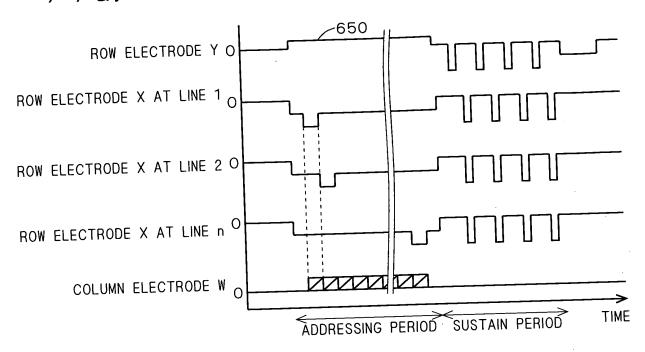
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F1G. 30

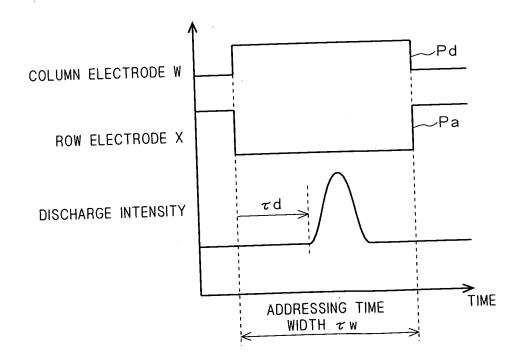
OBLON, SPIVAK, ET AL DOCKET #: 203251US2 INV: Takashi HASHIMOTO, et al.

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F/G. 31



F/G. 32

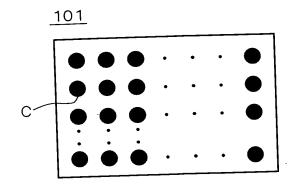


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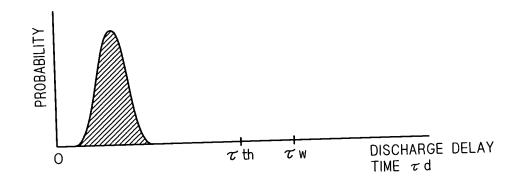


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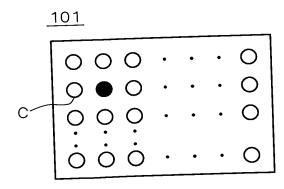
F/G. 33

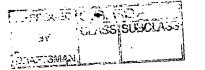


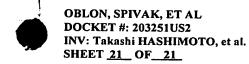
F/G. 34



F/G. 35









F/G. 36

